

**CITY OF ROCKLIN
MINUTES OF THE PLANNING COMMISSION MEETING**

**March 17, 2009
Rocklin Council Chambers
Rocklin Administration Building
3970 Rocklin Road
(www.rocklin.ca.us)**

1. **Meeting Called to Order at 6:30 p.m.**
2. **Pledge of Allegiance was lead by Commissioner Shirhall.**
3. **Roll Call**

Commissioner Shirhall, Chairman
Commissioner Sully, Vice Chairperson
Commissioner Coleman
Commissioner McKenzie
Commissioner Menth

Others Present:

Sherri Abbas, Development & Building Services Manager
Terry Richardson, Assistant City Manager
Bret Finning, Associate Planner
Crystal Hodgson, Deputy City Attorney
Larry Wing, City Engineer
Candace Johnson, Planning Commission Secretary

About 7 others

4. **Minutes** – The minutes of March 3, 2009 were approved as submitted.
5. **Correspondence** - None
6. **Citizens Addressing the Commission on Non Agenda Items** - None

Scheduled Items:

7. **CROSSROADS AT STANFORD RANCH, LOT 8
UMPQUA BANK – MODIFICATION
DESIGN REVIEW, DR-2007-08A
BORGES ARCHITECTURAL GROUP**

This application is a request to modify the conditions of approval for design review entitlement DR-2007-08, Planning Commission Resolution PC-2007-71, by deleting Condition # 3.e.i. that requires the construction of a joint use driveway, as a second point of access, on the easterly side of the project site within the Crossroads at Stanford Ranch Center.

The subject property is generally located on the southerly side of Stanford Ranch Road approximately 750 feet southwesterly of the intersection of Sunset Boulevard and Stanford Ranch Road. APN# 017-400-008.



The property is zoned Planned Development Commercial (PD-C). The General Plan designation is Retail Commercial (RC).

Pursuant to the California Environmental Quality Act (CEQA) a Categorical Exemption was previously approved for this project via Planning Commission Resolution No. PC-2007-70.

The applicant is Borges Architectural Group. The property owner is RJR Real Estate Co. Inc.

Bret Finning presented the staff report.

The Commission had questions for staff regarding the following:

1. Police and Fire acceptance of the modification.

Applicant's representative, Lane Borges, Borges Architecture, addressed the Commission.

The Commission had no questions for the Applicant.

The hearing was opened to the public for their comments.

Julie Kahoe, Vice President of the Real Estate Portfolio for Umpqua Bank, stated that she liked the location on Stanford Ranch Road but felt that the business needs were not being met without a second entrance. She stated that she felt without the second point of ingress to the bank site, that customers would have a difficult time getting to the site and the bank's business would suffer. She also stated that without the second driveway, Umpqua bank would not occupy the building. She requested that the Planning Commission deny the request for modification.

Steve Cocherell, Managing Partner with Metropolitan Partners, stated that he felt that having a single entry access would not meet reasonable and expected access for the site. He stated that the current access belongs to Metropolitan Partners and when construction begins on America's Tire Store and the Pad A site, that construction vehicles will congest the singular access and cause problems. He also stated that if the modification was approved, Metropolitan Partners would be forced to pay for the secondary access in the future. He requested that the Planning Commission deny the request for modification.

The hearing was closed to public comment.

Commissioner Shirhall asked staff for clarification on Mr. Cocherell's statement that the driveway belonged to Metropolitan Partners.

Staff stated that the driveway from the intersection of Plaza Drive and Stanford Ranch Road was intended to serve all of the tenants of the shopping center but is located on land that is owned by Metropolitan Partners.

Commissioner Shirhall asked staff if this was a reciprocal easement.

Staff replied that this was a reciprocal easement and the agreements for access were put in place when the parcels were created.

Commissioner Shirhall stated that it was his understanding that staff's finding was that the secondary driveway was not needed for Umpqua Bank, America's Tire Store or the parcel in between those two.

Staff stated that the minimum emergency and daily access requirements would be met by the single point of access.



Commissioner Shirhall asked staff to respond to the concerns regarding construction traffic and management of that traffic.

Staff stated that construction traffic would pose a challenge for tenants and the City would condition and try to manage it, however, could not guarantee that there would be no interruptions or problems as it is possible that part of the driveway might have to be rebuilt after construction.

Commission Deliberation/Discussion:

Commissioner Menth stated that he appreciated the public comments. He felt that the issues raised were business matters between the lessor and the lessee and did not feel that it was a matter for the Planning Commission to decide. He stated that he supported staff's recommendation for approval of the modification.

Commissioner McKenzie stated that he concurred with Commissioner Menth's comments. He stated that he felt the site had adequate ingress and egress both for public and emergency vehicle access with a singular access. He expressed some concern for the construction vehicles and how that would be managed but he supported staff's recommendation for modification.

Commissioner Coleman stated that he felt that he was being asked to reverse findings that he had made on a project that had been previously approved and he had not seen anything that would allow him to reverse those findings and would not approve the resolution for modification.

Commissioner Sully stated that she also felt nothing has changed with regard to the responsibility of construction of the driveway and that there was not substantiation for a modification for the original approvals.

Commissioner Shirhall stated that this shopping center was very complicated due to the number of property owners and developers. He stated that the difference between the original proposal and the current modification is that previously there were to be two adjacent businesses going in together that would create significantly more traffic. He stated that he felt based upon the current situation, that he supported staff's recommendation for modification.

Commissioner Coleman stated that he felt that development would continue on the site and felt that it would be an error to approve the modification.

Commissioner Shirhall stated that he felt that the City would require an additional point of access when the traffic warrants it so he felt comfortable with the modification. He stated that he felt that this was a real estate issue, not a planning issue, and reiterated his support for staff's recommendation.

Commissioner McKenzie asked if there was a way to tie construction of the second driveway to development on another property or would that hold up development in the future.

Staff responded that the Planning Commission has the ability to determine at what point the driveway would be built and staff would create a condition accordingly.

Commissioner Sully asked whose responsibility it would be if the driveway were not built as currently conditioned.

Staff responded that it would be the responsibility of who was developing the project when the condition was reached. Staff stated that as the draft condition is written, it would be either Kobra Properties site or Metropolitan Partners site.

Commissioner Coleman stated that he understood that if the modification were approved as written, there would be no trigger for construction of the second access point.



Staff stated that that was correct, however Police and Fire have indicated that the rear portion owned by Metropolitan Partners could not be developed without a second access point, so effectively that would be the time that the second driveway would need to be built.

Commissioner Shirhall asked if Metropolitan would be required to build it or if all of the owners could agree to contribute to the cost of the construction.

Staff stated that the City typically did not get involved in the funding of the construction, but if the other property owners did not agree to share in the cost then it would fall to the property owner of the piece being developed in the rear of the site.

Commissioner McKenzie stated that he said he still had concerns regarding construction and he agreed with Ms. Kahoe that it could be problematic. He stated that he was comfortable with the modification, as long as the second driveway will be constructed in the future.

Commissioner Menth asked which improvement plans the modification references.

Staff responded that the improvement plans being referenced are for Umpqua Bank not Kobra Properties.

Commissioner Coleman stated that he felt it was not right to change the previous finding and shift responsibility elsewhere for the construction of the driveway.

On a motion by Commissioner Menth and seconded by Commissioner McKenzie, RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN APPROVING A DESIGN REVIEW MODIFICATION (Crossroads Umpqua Bank / DR-2007-08A) was approved by the following vote:

Roll Call Vote:

AYES: Commissioners Menth, McKenzie and Shirhall
NOES: Commissioners Coleman, and Sully
ABSENT: None
ABSTAIN: None

Motion carried: 3/2

8. Reports and Discussion Items from Planning Commissioners

- a. PCWA Water Tank painting project.
- b. Fresh N' Easy Neighborhood Market Place future plans.

9. Reports from City Staff

- a. Sierra College Boulevard/ I-80 Interchange Grand Opening April 16, 2009 at 2:00 p.m.



10. Adjournment

There being no further business brought before the Commission, the meeting was adjourned at 7:11 p.m.

Respectfully submitted,



Candace Johnson
Planning Commission Secretary